

Date revised: September 28, 2016

Date effective: October 10, 2016

The following sample exam for Private Pilot-Helicopter (PRH) is suitable study material for the Private Pilot-Helicopter Rating. These questions are a representation of questions that can be found on all Private Pilot-Helicopter Rating tests. The applicant must realize that these questions are to be used as a study guide, and are not necessarily actual test questions. The full PRH test contains 60 questions. The Application Identification, Information Verification and Authorization Requirements Matrix lists all FAA exams. It is available at: http://www.faa.gov/training_testing/testing/media/testing_matrix.pdf.

The FAA testing system is supported by a series of supplement publications. These publications include the graphics, legends, and maps that are needed to successfully respond to certain test questions. FAA-CT-8080-2G, Airman Knowledge Testing Supplement for Sport Pilot, Recreational Pilot, and Private Pilot is available at http://www.faa.gov/training_testing/testing/test_questions/media/sport_rec_private_akts.pdf.

The Learning Statement Reference Guide for Airman Knowledge Testing contains listings of learning statements with their associated codes. Matching the learning statement codes with the codes listed on your Airman Knowledge Test Report assists in the evaluation of knowledge areas missed on your exam. It is available at http://www.faa.gov/training_testing/testing/media/LearningStatementReferenceGuide.pdf.

Sample PRH Exam:

1 . PLT025

Which statement relates to Bernoulli's principle?

- A) For every action there is an equal and opposite reaction.
- B) An additional upward force is generated as the lower surface of the wing deflects air downward.
- C) Air traveling faster over the curved upper surface of an airfoil causes lower pressure on the top surface.

2 . PLT242

The lift differential that exists between the advancing main rotor blade and the retreating main rotor blade is known as

- A) transverse flow effect.
- B) dissymmetry of lift.
- C) hunting tendency.

3 . PLT168

The term 'angle of attack' is defined as the angle between the

- A) chord line of the wing and the relative wind.
- B) airplane's longitudinal axis and that of the air striking the airfoil.
- C) airplane's center line and the relative wind.

4 . PLT124

(Refer to FAA-CT-8080-2G, Figure 8.) What is the effect of a temperature increase from 35 to 50°F on the density altitude if the pressure altitude remains at 3,000 feet MSL?

- A) 1,000-foot increase.
- B) 1,100-foot decrease.
- C) 1,300-foot increase.

5 . PLT268

With calm wind conditions, which flight operation would require the most power?

- A) A right-hovering turn.
- B) A left-hovering turn.
- C) Hovering out of ground effect.

6 . PLT402

When activated, an emergency locator transmitter (ELT) transmits on

- A) 118.0 and 118.8 MHz.
- B) 121.5 and 243.0 MHz.
- C) 123.0 and 119.0 MHz.

7 . PLT497

When making routine transponder code changes, pilots should avoid inadvertent selection of which code?

- A) 7200.
- B) 7000.
- C) 7500.

8 . PLT088

(Refer to FAA-CT-8080-2G, Figure 4.) Which marking identifies the never-exceed speed?

- A) Upper limit of the green arc.
- B) Upper limit of the white arc.
- C) The red radial line.

9 . PLT497

Unless otherwise authorized, if flying a transponder equipped aircraft, a pilot should squawk which VFR code?

- A) 1200.
- B) 7600.
- C) 7700.

10 . PLT204

Select the UNICOM frequencies normally assigned to stations at landing areas used exclusively as heliports.

- A) 122.75 and 123.65 MHz.
- B) 123.0 and 122.95 MHz.
- C) 123.05 and 123.075 MHz.

11 . PLT444

Who has final authority to accept or decline any land and hold short (LAHSO) clearance?

- A) Pilot in command.
- B) Air Traffic Controller.
- C) Second in command.

12 . PLT147

(Refer to FAA-CT-8080-2G, Figure 47.) While on final approach to a runway equipped with a standard 2-bar VASI, the lights appear as shown by illustration D. This means that the aircraft is

- A) above the glide slope.
- B) below the glide slope.
- C) on the glide slope.

13 . PLT077

(Refer to FAA-CT-8080-2G, Figure 48.) The portion of the runway identified by the letter A may be used for

- A) landing.
- B) taxiing and takeoff.
- C) taxiing and landing.

14 . PLT141

(Refer to FAA-CT-8080-2G, Figure 64.) Which marking indicates a vehicle lane?

- A) A.
- B) C.
- C) E.

15 . PLT141

This sign is a visual clue that

- A) confirms the aircraft's location to be on taxiway "B."
- B) warns the pilot of approaching taxiway "B."
- C) indicates "B" holding area is ahead.



16 . PLT141

The 'yellow demarcation bar' marking indicates

- A) runway with a displaced threshold that precedes the runway.
- B) a hold line from a taxiway to a runway.
- C) the beginning of available runway for landing on the approach side.

17 . PLT141

This sign confirms your position on

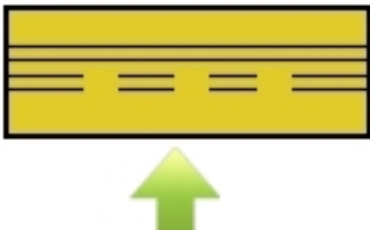
- A) runway 22.
- B) routing to runway 22.
- C) taxiway 22.



18 . PLT141

From the cockpit, this marking confirms the aircraft to be

- A) on a taxiway, about to enter runway zone.
- B) on a runway, about to clear.
- C) near an instrument approach clearance zone.



19 . PLT141

A left turn at this intersection would place the aircraft

- A) ready for a runway 26 intersection takeoff.
- B) on the taxiway leading to runway 26.
- C) ready for a runway 8 intersection takeoff.



20 . PLT393

What action should a pilot take when operating under VFR in a Military Operations Area (MOA)?

- A) Obtain a clearance from the controlling agency prior to entering the MOA.
- B) Operate only on the airways that transverse the MOA.
- C) Exercise extreme caution when military activity is being conducted.

21 . PLT161

The radius of the procedural outer area of Class C airspace is normally

- A) 10 NM.
- B) 20 NM.
- C) 30 NM.

22 . PLT259

Ground resonance is most likely to develop when

- A) on the ground and harmonic vibrations develop between the main and tail rotors.
- B) a series of shocks causes the rotor system to become unbalanced.
- C) there is a combination of a decrease in the angle of attack on the advancing blade and an increase in the angle of attack on the retreating blade.

23 . PLT119

The Aeronautical Information Manual (AIM) specifically encourages pilots to turn on their landing lights when operating below 10,000 feet, day or night, and especially when operating

- A) in Class B airspace.
- B) in conditions of reduced visibility.
- C) within 15 miles of a towered airport.

24 . PLT208

What action should the pilot take if engine failure occurs at altitude?

- A) Open the throttle as the collective pitch is raised.
- B) Reduce cyclic back stick pressure during turns.
- C) Lower the collective pitch control, as necessary, to maintain rotor RPM.

25 . PLT264

If the pilot were to make a near-vertical power approach into a confined area with the airspeed near zero, what hazardous condition may develop?

- A) Ground resonance when ground contact is made.
- B) A settling-with-power condition.
- C) Blade stall vibration could develop.

26 . PLT103

What antidotal phrase can help reverse the hazardous attitude of impulsivity?

- A) Do it quickly to get it over with.
- B) It could happen to me.
- C) Not so fast, think first.

27 . PLT334

A lack of orientation with regard to the position, attitude, or movement of the aircraft in space is defined as

- A) spatial disorientation.
- B) hyperventilation.
- C) hypoxia.

28 . PLT332

A pilot experiencing the effects of hyperventilation should be able to restore the proper carbon dioxide level in the body by

- A) slowing the breathing rate, breathing into a paper bag, or talking aloud.
- B) breathing spontaneously and deeply or gaining mental control of the situation.
- C) increasing the breathing rate in order to increase lung ventilation.

29 . PLT101

(Refer to FAA-CT-8080-2G, Figure 25, area 5.) The navigation facility at Dallas-Ft. Worth International (DFW) is a

- A) VOR.
- B) VORTAC.
- C) VOR/DME.

30 . PLT300

When the course deviation indicator (CDI) needle is centered using a VOR test signal (VOT), the omnibearing selector (OBS) and the TO/FROM indicator should read

- A) 180° FROM, only if the pilot is due north of the VOT.
- B) 0° TO or 180° FROM, regardless of the pilot's position from the VOT.
- C) 0° FROM or 180° TO, regardless of the pilot's position from the VOT.

31 . PLT012

How far will an aircraft travel in 7.5 minutes with a ground speed of 114 knots?

- A) 14.25 NM.
- B) 15.00 NM.
- C) 14.50 NM.

32 . PLT064

(Refer to FAA-CT-8080-2G, Figure 26, area 2.) The day VFR visibility and cloud clearance requirements to operate over the town of Cooperstown, after departing and climbing out of the Cooperstown Airport at or below 700 feet AGL are

- A) 1 mile and clear of clouds.
- B) 1 mile and 1,000 feet above, 500 feet below, and 2,000 feet horizontally from clouds.
- C) 3 miles and clear of clouds.

33 . PLT078

(Refer to FAA-CT-8080-2G, Figure 52.) Where is Loup City Municipal located in relation to the city?

- A) Northeast approximately 3 miles.
- B) Northwest approximately 1 mile.
- C) East approximately 7 miles.

34 . PLT078

(Refer to FAA-CT-8080-2G, Figure 52.) When approaching Lincoln Municipal from the west at noon for the purpose of landing, initial communications should be with

- A) Lincoln Approach Control on 124.0 MHz.
- B) Minneapolis Center on 128.75 MHz.
- C) Lincoln Tower on 118.5 MHz.

35 . PLT078

(Refer to FAA-CT-8080-2G, Figure 52.) What is the recommended communications procedure for landing at Lincoln Municipal during the hours when the tower is not in operation?

- A) Monitor airport traffic and announce your position and intentions on 118.5 MHz.
- B) Contact UNICOM on 122.95 MHz for traffic advisories.
- C) Monitor ATIS for airport conditions, then announce your position on 122.95 MHz.

36 . PLT064

(Refer to FAA-CT-8080-2G, Figure 20, area 1.) The NALF Fentress (NFE) Airport is in what type of airspace?

- A) Class C.
- B) Class E.
- C) Class G.

37 . PLT147

Which approach and landing objective is assured when the pilot remains on the proper glidepath of the VASI?

- A) Runway identification and course guidance.
- B) Safe obstruction clearance in the approach area.
- C) Lateral course guidance to the runway.

38 . PLT323

What information is contained in the Notices to Airmen Publication (NTAP)?

- A) Current NOTAM (D) and FDC NOTAMs.
- B) All current NOTAMs.
- C) Current Airport/Facility Directory information and FDC NOTAMs.

39 . PLT371

With respect to the certification of airmen, which are categories of aircraft?

- A) Gyroplane, helicopter, airship, free balloon.
- B) Airplane, rotorcraft, glider, lighter-than-air.
- C) Single-engine land and sea, multiengine land and sea.

40 . PLT141

A flashing white light signal from the control tower to a taxiing aircraft is an indication to

- A) taxi at a faster speed.
- B) taxi only on taxiways and not cross runways.
- C) return to the starting point on the airport.

41 . PLT163

During operations outside controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum flight visibility for day VFR is

- A) 1 mile.
- B) 3 miles.
- C) 5 miles.

42 . PLT163

During operations outside controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum distance below clouds requirement for VFR flight at night is

- A) 500 feet.
- B) 1,000 feet.
- C) 1,500 feet.

43 . PLT434

Two-way radio communication must be established with the Air Traffic Control facility having jurisdiction over the area prior to entering which class airspace?

- A) Class C.
- B) Class E.
- C) Class G.

44 . PLT170

Which is appropriate for a helicopter approaching an airport for landing?

- A) Remain below the airplane traffic pattern altitude.
- B) Avoid the flow of fixed-wing traffic.
- C) Fly right-hand traffic.

45 . PLT369

In which class of airspace is aerobatic flight prohibited?

- A) Class E airspace not designated for federal airways above 1,500 feet AGL.
- B) Class E airspace below 1,500 feet AGL.
- C) Class G airspace above 1,500 feet AGL.

46 . PLT372

A 100-hour inspection was due at 3302.5 hours. The 100-hour inspection was actually done at 3309.5 hours. When is the next 100-hour inspection due?

- A) 3312.5 hours.
- B) 3395.5 hours.
- C) 3402.5 hours.

47 . PLT366

The pilot of an aircraft that has been involved in an accident is required to file an NTSB accident report within how many days?

- A) 5.
- B) 7.
- C) 10.

48 . PLT411

Your cousin wants you to take him flying. You must have made at least three takeoffs and three landings in your aircraft within the preceding

- A) 90 days.
- B) 60 days.
- C) 30 days.

49 . PLT081

(Refer to FAA-CT-8080-2G, Figure 16.) What sky condition and visibility are forecast for upper Michigan in the eastern portions after 2300Z?

- A) Ceiling 1,000 feet overcast and 3 to 5 statute miles visibility.
- B) Ceiling 1,000 feet overcast and 3 to 5 nautical miles visibility.
- C) Ceiling 100 feet overcast and 3 to 5 statute miles visibility.

50 . PLT274

To determine the freezing level and areas of probable icing aloft, the pilot should refer to the

- A) inflight aviation weather advisories.
- B) weather depiction chart.
- C) area forecast.

51 . PLT514

To best determine general forecast weather conditions covering a flight information region, the pilot should refer to

- A) aviation area forecasts.
- B) weather depiction charts.
- C) satellite maps.

52 . PLT081

(Refer to FAA-CT-8080-2G, Figure 16.) What sky conditions and obstructions to visibility are forecast for upper Michigan in the western portions from 0200Z until 0500Z?

- A) Ceiling becoming 1,000 feet overcast with visibility 3 to 5 statute miles in mist.
- B) Ceiling becoming 1,000 feet overcast with visibility 3 to 5 nautical miles in mist.
- C) Ceiling becoming 100 feet overcast with visibility 3 to 5 statute miles in mist.

53 . PLT081

(Refer to FAA-CT-8080-2G, Figure 16.) The Chicago FA forecast section is valid until the twenty-fifth at

- A) 0800Z.
- B) 1400Z.
- C) 1945Z.

54 . PLT081

(Refer to FAA-CT-8080-2G, Figure 16.) What is the outlook for the southern half of Indiana after 0700Z?

- A) Marginal VFR.
- B) IFR.
- C) VFR.

55 . PLT076

(Refer to FAA-CT-8080-2G, Figure 17.) What wind is forecast for STL at 12,000 feet?

- A) 230° true at 56 knots.
- B) 230° true at 39 knots.
- C) 230° magnetic at 56 knots.

56 . PLT291

The section of the Area Forecast entitled 'VFR CLDS/ WX' contains a general description of

- A) cloudiness and weather significant to flight operations broken down by states or other geographical areas.
- B) forecast sky cover, cloud tops, visibility, and obstructions to vision along specific routes.
- C) clouds and weather which cover an area greater than 3,000 square miles and is significant to VFR flight operations.

57 . PLT192

When warm, moist, stable air flows upslope, it

- A) produces stratus type clouds.
- B) causes showers and thunderstorms.
- C) develops convective turbulence.

58 . PLT516

The wind at 5,000 feet AGL is southwesterly while the surface wind is southerly. This difference in direction is primarily due to

- A) stronger pressure gradient at higher altitudes.
- B) friction between the wind and the surface.
- C) stronger Coriolis force at the surface.

59 . PLT021

(Refer to FAA-CT-8080-2G, Figure 43.) Determine if the helicopter weight and balance is within limits.

	WEIGHT (LB)	ARM (IN)	MOMENT (100)
Empty weight	1,495.0	101.4	1,515.93
Oil, 8 qt	---	100.5	---
Fuel, 40 gal	---	96.0	---
Pilot and copilot	300.0	64.0	---

- A) CG 95.2 inches, within limits.
- B) CG 95.4 inches, weight and CG out of limits.
- C) CG 95.4 inches, within limits.

60 . PLT021

(Refer to FAA-CT-8080-2G, Figure 43.) Calculate the weight and balance of the helicopter, and determine if the CG is within limits.

	WEIGHT (LB)	ARM (IN)	MOMENT (100)
Empty weight	1,495.0	101.4	1,515.93
Oil, 8 qt	---	100.5	---
Fuel, 40 gal	---	96.0	---
Pilot	160.0	64.0	---

- A) CG 90.48 inches, out of limits forward.
- B) CG 95.32 inches, within limits.
- C) CG 97.58 inches, within limits.